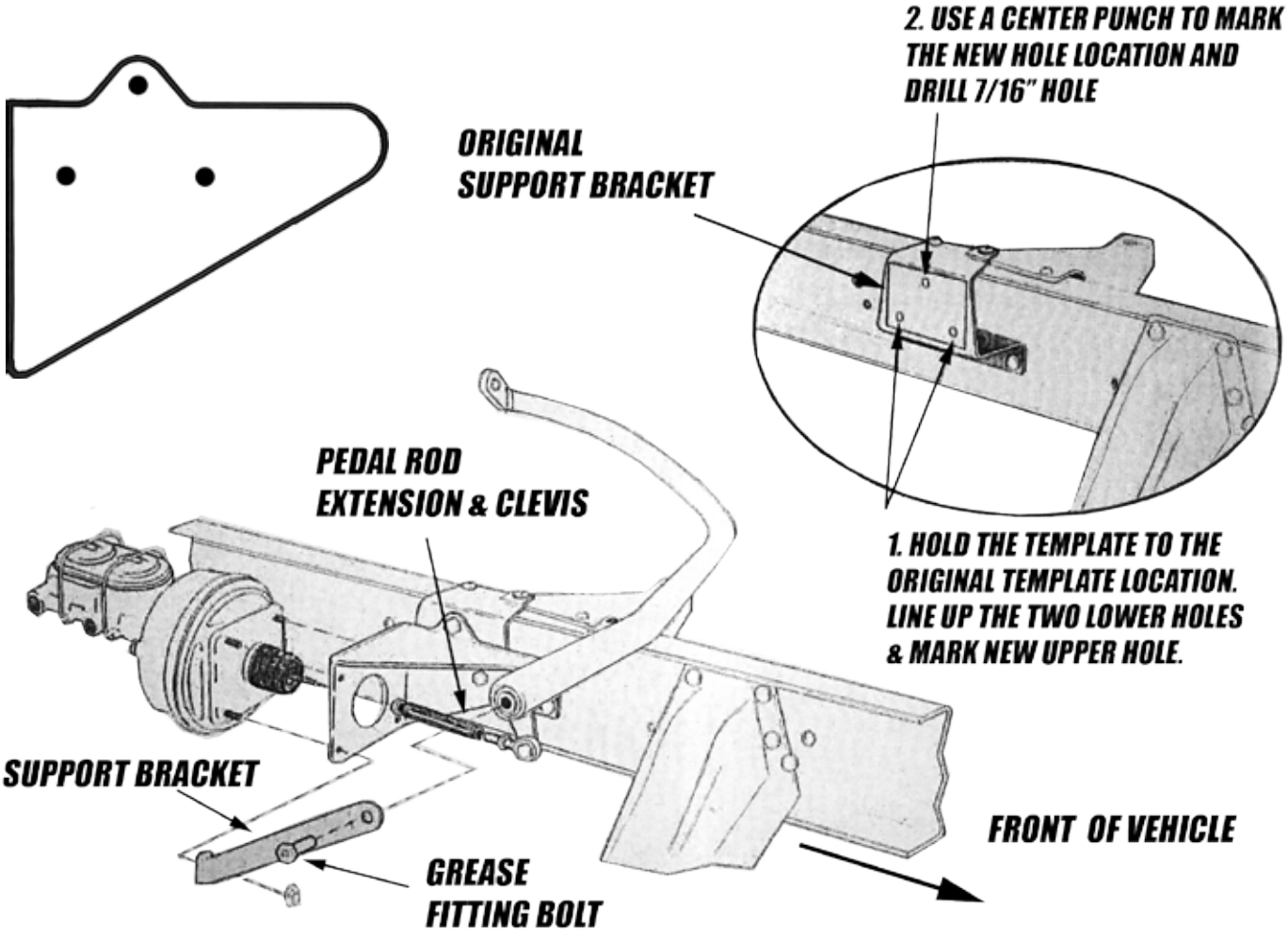
1955-1959 CHEVY TRUCK
FRAME MOUNT PEDAL BOOSTER
CONVERSION KIT

UNBOXING YOUR KIT:

1. Remove new booster, bracket assembly and master cylinder from their boxes and inspect the parts. Depending on what booster conversion kit you may have purchased you will be using a similar booster bracket & clevis/rod like shown below.
2. New boosters come with a protective plastic or rubber boot over the front pin area for shipping purposes. Remove this before the installation.
3. This kit features a universal booster that has the short pin in the front of the booster. The new cylinder may have a **piston adapter** to convert it from deep to shallow hole. Install the piston adapter. Use a shallow pocket master cylinder on a power brake booster with the short pin.

INSTALLING YOUR KIT

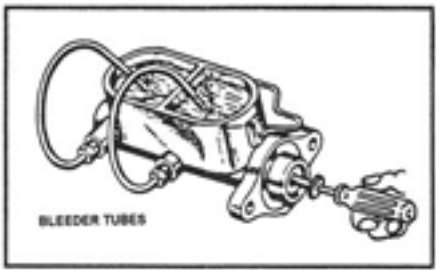
4. Perform brake work on a level surface. Chock the wheels, set the emergency brake and put the transmission in Park.
5. You must have the original support bracket as shown below. You can't install the kit without the support bracket or one will have to be fabricated to your frame.
6. Remove original pedal assembly and master cylinder.
7. On the new pedal assembly remove the three mounting bolts and set aside.
8. Place the flat mounting surface of the new bracket on piece of small card board to make a template for the new drill holes. Be sure to trace the complete pattern and three holes.



9. Tape the new template on the original bracket mount on the frame rail and line up the two lower existing holes.
10. Mark the third upper hole.
11. Use a punch to strike the location of the third hole.
12. Use 7/16” Drill bit to drill new hole. Deburr hole.
13. Clean section and degrease area before assembly. Paint if desired.
14. Remove the bolt with the grease fitting and additional support bar that fastens the pedal arm to the new assembly and set aside.
15. Retrieve 3 bolts that were removed in previous steps and mount the pedal assembly on the original bracket mount on the frame rail.
16. Remove pedal rod & clevis from the new pedal arm and attach to the brake booster rod.
17. Mount brake booster assembly to the pedal bracket.
18. Mount the supporting brace, the pedal swing arm and the grease fitting bolt. Grease fitting.
19. You may need to modify the floor pan for the swing arm.
20. Connect pedal rod extension to the swing arm.
21. Test pedal travel and adjust as necessary.
22. Proceed to bleeding master cylinder.

BLEEDING MASTER CYLINDER

23. Install the bleeder kit on the master cylinder and use the plastic clip to secure the hoses that return into the reservoir so that the hose ends are below the fluid line.
    ****The hose tips must be submerged under the fluid level.**
24. Using a blunt tool or punch, push the pistons ¾”-1” in with a series of steady strokes to expel air bubbles. This may take several cycles to expel all of the bubbles. Do this until it cannot be compressed more than 1/8”, & no air bubbles are visible.
25. Remove the bleeder kit. Install the lid.Wipe off any excess brake fluid.
26. If mounting the master on a power brake unit with a short pin, install the piston adapter to make the shallow hole. If using a long pin, no adapter.
27. Mount master cylinder to brake booster and remember to use the piston adapter included in the kit.
28. Install the brake valve and connect lines.



Piston Adapter

BLEEDING ON THE VEHICLE.... NEVER USE OLD BRAKE FLUID!

29. Bleed the wheels in this order. Right rear, left rear, right front, left front. (Bleed from farthest from the master cylinder to the closest).
30. Have and assistant pump the pedal 3-5 times and hold the pedal.
31. As you open the bleeder screw, the assistant follows/pushes the brake pedal all the way to the floor. When they reach the floor, you tighten the bleeder screw and the cycle repeats.
32. Bleed each wheel until no air comes out and there is only fluid. Wipe fluid.
33. Be sure to check the fluid level in the master cylinder frequently. Keep the reservoir full of

fluid and the lid installed in the process. Remember to protect painted surfaces with rags.

34. You should notice the pedal requiring more effort to depress it as you progress towards the front left wheel.
35. Repeat the bleeding process until the brake pedal is firm and holds.
36. When done, remove the wheel chocks and release the emergency brake.
37. Test brakes slowly in a safe area away from other cars or objects by making a series of stops. Try a 5 mph stop, a 15mph stop, a 30mph stop & a 50 mph stop.
    Drive safely and responsibly.
38. Stop the car & check brake fluid level.
39. **Drive safely to get a "feel" for the braking action of your car.**